

AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions and listings of claims in the application:

1. (Currently Amended) A method for creating a tour schematic, the tour schematic having at least a first lane from a first accent point to a second accent point, the method comprising:

analyzing past load history based on dedicated and common carrier rates,

the past load history having a plurality of load data, wherein the

load data has an origination location and a destination location;

automatically creating the tour schematic based on analysis of the past

load history; and

validating the created tour schematic.

2. (Original) The method of claim 1, wherein analyzing past load history further comprises setting the first accent point at a cluster of origination or destination locations.

3. (Original) The method of claim 2, wherein the first accent point is set if the cluster of origination or destination locations exceeds a threshold value.

4. (Original) The method of claim 1, wherein analyzing past load history further comprises establishing the first lane from the first accent point to the second accent point if the past load history indicates a number of load data from within

the first accent point to within the second accent point exceeding a threshold value.

5. (Original) The method of claim 4, wherein creating the tour schematic further comprises linking the first lane with a second lane, wherein the second accent point of the first lane is the same as a first accent point of the second lane.
6. (Original) The method of claim 5, wherein creating the tour schematic further comprises linking the second lane with a third lane, wherein a second accent point of the second lane is the same as the first accent point of the third lane, and further wherein a second accent point of the third lane is the same as the first accent point of the first lane.
7. (Original) The method of claim 1, wherein validating the created schematic further comprise validating that the created schematic meets a set of business rules.
8. (Original) The method of claim 7, wherein the set of business rules includes at least one of a maximum length without a driver break, a maximum total miles within the schematic, and a minimum total miles within the schematic.
9. (Original) The method of claim 1, wherein the schematic is valid if the maximum total miles for the schematic is less than a threshold value.

10. (Original) The method of claim 1, wherein the schematic is valid if the minimum total miles for the schematic is greater than a threshold value.
11. (Currently Amended) A system for creating tour schematics, comprising:
 - a memory; and
 - a microprocessor coupled to the memory and programmed to:
 - analyze past load history based on dedicated and common carrier rates, the past load history having a plurality of load data, wherein the load data has an origination location and a destination location;
 - automatically create the tour schematic based on analysis of the past load history; and
 - validate the created tour schematic.
12. (Original) The system of claim 11, wherein the microprocessor is further programmed to set the first accent point at a cluster of origination or destination locations.
13. (Original) The system of claim 12, wherein the first accent point is set if the cluster of origination or destination locations exceeds a threshold value.
14. (Original) The system of claim 11, wherein the microprocessor is further programmed to establish the first lane from the first accent point to the second

accent point if the past load history indicates a number of load data from within the first accent point to within the second accent point exceeding a threshold value.

15. (Original) The system of claim 14 wherein the microprocessor is further programmed to link the first lane with a second lane, wherein the second accent point of the first lane is the same as a first accent point of the second lane.
16. (Original) The system of claim 15, wherein the microprocessor is further programmed to link the second lane with a third lane, wherein a second accent point of the second lane is the same as the first accent point of the third lane, and further wherein a second accent point of the third lane is the same as the first accent point of the first lane.
17. (Original) The system of claim 11, wherein the microprocessor is further programmed to validate that the created schematic meets a set of business rules.
18. (Original) The system of claim 17, wherein the set of business rules includes at least one of a maximum length without a driver break, a maximum total miles within the schematic, and a minimum total miles within the schematic.

19. (Original) The system of claim 11, wherein the schematic is valid if the maximum total miles for the schematic is less than a threshold value.
20. (Original) The system of claim 11, wherein the schematic is valid if the minimum total miles for the schematic is greater than a threshold value.
21. (Currently Amended) An article of manufacture containing instructions for creating tour schematics, the instructions ~~being capable of~~ causing a processor to perform stages comprising:
 - ~~analyze~~ analyzing past load history based on dedicated and common
carrier rates, the past load history having a plurality of load data,
wherein the load data has an origination location and a destination
location;
 - ~~automatically create~~ creating the tour schematic based on the analysis of
past load history; and
 - ~~validate~~ validating the created tour schematic.
22. (Currently Amended) The article of manufacture of claim 21, wherein the instructions ~~are further capable of causing~~ cause a processor to set the first accent point at a cluster of origination or destination locations.
23. (Currently Amended) The article of manufacture of claim 22, wherein the instructions ~~are further capable of causing~~ cause a processor to set the first

accent if the cluster of origination or destination locations exceeds a threshold value.

24. (Currently Amended) The article of manufacture of claim 21, wherein the instructions are further ~~capable of causing~~ cause a processor to establish the first lane from the first accent point to the second accent point if the past load history indicates a number of load data from within the first accent point to within the second accent point exceeding a threshold value.
25. (Currently Amended) The article of manufacture of claim 24, wherein the instructions are further ~~capable of causing~~ cause a processor to link the first lane with a second lane, wherein the second accent point of the first lane is the same as a first accent point of the second lane.
26. (Currently Amended) The article of manufacture of claim 25, wherein the instructions are further ~~capable of causing~~ cause a processor to link the second lane with a third lane, wherein a second accent point of the second lane is the same as the first accent point of the third lane, and further wherein a second accent point of the third lane is the same as the first accent point of the first lane.
27. (Currently Amended) The article of manufacture of claim 21, wherein the instructions are further ~~capable of causing~~ cause a processor to validate that the created schematic meets a set of business rules.

28. (Original) The article of manufacture of claim 27, wherein the set of business rules includes at least one of a maximum length without a driver break, a maximum total miles within the schematic, and a minimum total miles within the schematic.
29. (Original) The article of manufacture of claim 21, wherein the schematic is valid if the maximum total miles for the schematic is less than a threshold value.
30. (Original) The article of manufacture of claim 21, wherein the schematic is valid if the minimum total miles for the schematic is greater than a threshold value.